

INFORMATION REPORT

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1. The airfield measuring about 3x2 km was located north of Podolsk (55°23'N/
37°30' E), west of the Silikatnaya (55°25' N/37°30' E) railroad station. The
field had no concrete runways. On its eastern edge was a barracks where a
Soviet soldier said a permanent detail of 30 Soviet Air Force personnel was
quartered. The mission of this detail was to train civilian parachutists,
both men and women. The trainees were also quartered in the barracks and were
inducted for a training period of four weeks. About 50 persons attended the
instruction courses, most of them young persons aged from 16 to 20 years, and
most of whom were Komsomol members. (1)
2. Ten biplanes and two training planes, low-wing monoplane, radial engine, two-
seater, similar to the German Klemm, were at the field.
3. Training observed included instruction on two planes, and individual jumps,
three or four times a week, from early in the morning to late in the evening,
with two planes aloft at all times. Jumps were made from an altitude of 300
meters. Students were taught to fold parachutes. The following exercises
were performed by the instructors:
 - a. An instructor jumped from a height of about 800 meters and immediately
opened the first parachute. After a short drop he cut the ropes of
this chute so that it dropped to the ground empty, then let himself
drop freely before opening a second chute. He also cut the ropes
of this second chute, and finally opened a third chute, with which
he landed.
 - b. Shortly before reaching the ground, an additional parachute brake
opened.

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25X1

- c. The jumper pulled several shrouds so as to reduce the total surface of the parachute, thus increasing the speed of descent. (1)
4. There was a military airfield 2x1.5 km which is located about 11 km north-northwest of the training airfield, about 5 km west of the road to Moscow. The airfield had an asphalt runway, about 150x20 meters, a hangar with workshops and a new barracks building occupied by about 120 Soviet Air Force personnel who were under the command of a lieutenant colonel. (2)
5. The following aircraft were observed:
 - a. About 25 bombers with single tail assembly, upper side of nose turret of plexiglass. A machine gun projected from nose. There was a plexiglass cupola on the wings, with a machine gun projecting toward the rear. (3)
 - b. About 10 single-engine fighters, landing gear retracting outward, retractable tail skid and with an opening for an aircraft cannon and a machine gun in each of the leading edges of the wings. (4)
 - c. About 15 single-engine aircraft with in-line engine, retractable landing gear and tail skid. (5)
6. Almost all flying was done in formations of nine planes. Up to three such formations were observed at the same time. These formations frequently returned after only two or three hours, and occasionally after one or two days. A formation of nine four-engine bombers landed once at the field, in August 1947. After refueling this formation again left in a northerly direction. (6)
7. One or two groups of 10 to 15 men were instructed several times a week on aircraft at the landing field.
8. The airfield was located about 5 km north of Podolsk west of the interurban railroad line to Moscow. A stop on this railroad line was at the field, which had no concrete runways or any installations. At the edge of the field were three small wooden huts and five or six two-story settlement houses, occupied by railroad workers. Replacement parts and various equipment were dumped near a tent. (7)
9. About 10 to 15 single-engine fighters (radial engines, three bladed light-metal propellers, compact fuselages, elliptical wings, landing gears retracting outward), and 10 to 15 biplanes were stationed at the field.
10. There were circling flights with subsequent emergency landing practice on adjoining meadows, formation flying in groups of three, and parachute jumps from biplanes, with red and blue parachutes being used. The pilots were billeted in Podolsk and went to the airfield by train.
11. There was another airfield about 2 km southwest of Podolsk, northwest of the road to Tula. Two or three aircraft hangars believed to be new were at the field, in addition to four four-story barracks-like buildings, which also seemed to be new. (7) and (3).
12. About 30 "IL 2" type aircraft and 10 biplanes were seen at the field. There was always brisk flying; formation flying with up to three squadrons was frequently observed.
13. The airfield is located 6 to 8 km southwest of Podolsk, just north of the road. The approach road to the airfield was paved about September 1949. There was no concrete runway. (3)

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14. At the edge of the airfield were six to eight large sheds with corrugated sheet iron roofs, and quartering facilities, probably wooden cantonment buildings. Two radio stations were near the landing field.
15. About 10 JI 2 planes, called such by an air force officer, one U-2 and several sport planes were stationed at the field and made single flights and formation flights in groups of three.
16. The airfield personnel was estimated at several hundred officers and NCOs. On the road leading from Podolsk to the airfield, west of the town, was a block of barracks which seemed to be unoccupied.
17. Two old wooden buildings were close to the railroad station at the airfield north of Podolsk, west of the railroad line to Moscow. About 20 to 25 bi-planes and three gliders were stationed at this field. Single parachute jumps and the launching and release of gliders were observed every day. (1)
18. Take-offs and landings of four-engine aircraft behind a woods north of the airfield were observed. The planes were fitted with radial engines. The forward section of the fuselage was very long and its rear extended beyond the double tail unit, it had two nose wheels and one main landing gear, both retractable, nose and tail turrets, two gun positions on top of the fuselage, two or three under the fuselage and presumably two on either side of the fuselage. Long barrels (sic) projected from all gun positions. These planes usually flew singly, but occasionally in wedge formation of three. (2)
19. The four-engine aircraft frequently dropped foils from various heights. These foils were dropped in the shape of balls in the size of a child's head and broke into numerous individual strips during their fall.
20. Several barracks, some of them camouflaged in a woods, were located southwest of Podolsk, north of a road leading to the second airfield. They were occupied to capacity, presumably by a parachute unit which, in October 1949, passed through Podolsk in 50 to 60 STG-trucks, each carrying 10 to 15 soldiers. All these vehicles were marked by a white parachute. The troops were all armed with submachine guns. (3)

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Comments.

- (1) Observations prior to November 1947 at the airfield located west of the railroad station indicated that a parachute school for training soldiers, officers, and civilians from Moscow, was stationed there. On the whole this report supplements and confirms the picture of the occupation of this field up to October 1949. It is believed that the airfield is now used as a paratrooper training center for the pre-military training of Dosav members. Preliminary training of Dosav pilots possibly also takes place there. The fighter squadron seen was probably stationed there temporarily. See Annex 1 for sketch showing location of airfields near Podolsk.
- (2) Available reports on the military airfield near Yarov, 12 km north-northwest of Podolsk, covered only a period up to September 1947. This previous information led to the conclusion that it was an advanced flying school, as was inferred from the numerous types of aircraft stationed at the field. The observations contained in the present report supplement the picture of occupation until October 1949. They again indicate that a bomber pilot school, and perhaps also a bomber unit, is located there. It is particularly noted that this school or bomber formation was equipped with four-engine aircraft (Soviet B 29s). See Annex 1 for sketch showing location of airfield.
- (3) Probably IL-4.
- (4) Probably IL-12.
- (5) Probably a fighter model of the Yak-9 series or an IL-12/IL-10.
- (6) The mentioned absence of two or three hours probably referred to the formation-flight exercises by the IL-4 formations.

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- (7) See Annex 2 for sketch, showing location of this field.
- (8) It was inferred from previous reports on the military flying field, 3 or 4 km southwest of Podolsk, that a ground attack regiment or a transport regiment was stationed there. This report, which covers a period of observation ending in October 1949, confirms the presence of a ground attack regiment there. Transport planes were no longer observed. It is assumed that the transport regiment and the paratrooper unit held joint maneuvers in the summer of 1949 and was then transferred to some other airfield. Thereafter, as the paratrooper unit returned to its previous field, the transport regiment probably did not return or its return was not observed by source.

2 Annexes: Location Sketch of Airfields Near Podolsk. (1)
 Location Sketch of Airfields Near Podolsk. (2)

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